



# **National Transportation Safety Board Factual Data Collection Report of Accident**

**DFW07CA139**

Aircraft Reg No: N115RC  
Most Critical Injury: None

## Location/Time

Nearest City/Place: Van, TX  
Occurrence Date: 06/19/2007  
Occurrence Time: 1530 CDT

## Flight Itinerary

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight

## Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)  
Make/Model: Mooney / M-20E  
Serial Number: 627  
Landing Gear: Retractable - Tricycle  
Engine Type: Reciprocating  
Engine Make/Model: Lycoming / IO 360  
Aircraft Damage: Destroyed  
Aircraft Fire: None

## Operator Information

Registered Acft Owner: C-NET Technologies  
Operator of Aircraft: C-NET Technologies  
Operator Address: Plano, TX  
Reg. Flt. Conducted Under: Part 91: General Aviation

## Weather

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

## First Pilot Information

Cert(s)/Rating(s): Commercial; Multi-engine Land; Single-engine Land

## Flight Time (Hours)

Instrument Ratings: Airplane  
Medical Cert: Class 1  
Date of Last Med. Exam: 04/2007

Total All Aircraft: 1010  
Total Make/Model: 184

## Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	0

## Narrative

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

The 1,010-hour commercial pilot lost control of the single-engine airplane while attempting to perform a short/soft field takeoff from a 2,000-foot grass airstrip that was oriented in a southwesterly direction. The pilot, who reported having accumulated a total of 184 hours in the same make and model, reported that right after liftoff from Runway 22, the airplane started to bank to the left. The pilot responded with a full right aileron application to slow the roll to no avail. An eye-witness at the airport reported observing the airplane "jump" off the ground after the nose of the airplane attained a pronounced nose-high attitude during rotation. The airplane struck the ground left wing first followed by the propeller and then the left side of the engine cowling. The pilot reported that he had gone to the airport to pick-up the airplane after airframe maintenance had been completed. The airplane had undergone repairs to the ailerons, flaps, rudder, flight instruments and avionics. The pilot that test flew the airplane prior to the release reported flying the airplane on 3 separate flights to make rigging adjustments. He added that all flight characteristics were normal. The FAA inspectors that responded to the accident site were able to establish flight control continuity. Additionally, they reported that based on the photos taken at the accident site, the elevator trim was in full-up position at the time of the accident. The airplane was not equipped with shoulder harnesses. The position of the wing flaps was not determined.